

Type III Categorical Exclusion Action Classification Form

STIP Project No.	U-5896
WBS Element	44674.1.2
Federal Project No.	N/A

A. Project Description:

The proposed project involves the reconstruction of the U.S. 29-70/ I-85 Business and S.R. 1009 (South Main Street) interchange in High Point, Guilford County (**Appendix A, Figure 1**).

B. Description of Need and Purpose:

The primary purposes of the proposed project include the following:

- Improve mobility in the U.S. 29-70/ I-85 and S.R. 1009 (South Main Street) interchange by limiting driveway access along and in proximity to the interchange
- Alleviate existing congestion at several of the existing unsignalized ramp terminals
- Upgrade interchange design to meet current design standards

The primary needs of the proposed project include the following:

- Numerous driveways along and in proximity to the existing interchange ramps reduce mobility in the interchange, indicating a need to reduce the number of conflict points
- Traffic congestion at several of the existing unsignalized ramp terminals indicates a need for improving operations at the ramp terminals
- The ramps do not meet current AASHTO and NCDOT standards for the length of acceleration and deceleration lanes, nor safety standards for control of access at interchanges.

C. Categorical Exclusion Action Classification: Type III

D. Proposed Improvements:

Two alternatives to reconstruct the U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) interchange were studied:

- Alternative 1 would construct a diamond interchange at the existing U.S. 29-70/ I-85 Business and S.R. 1009 (South Main Street) interchange
- Alternative 2 would construct a partial cloverleaf interchange at the existing U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) interchange

STIP Project B-5353 involves replacement of Bridge No. 147 carrying U.S. 29-70 and I-85 Business over S.R. 1009 (South Main Street) in High Point. The bridge will be replaced on the existing alignment with an onsite detour to the south. A Type I B Categorical Exclusion for STIP Project B-5353 was approved by NCDOT and FHWA in August 2017.

E. Special Project Information:

Alternatives Discussion:

The No-Build Alternative was considered but was eliminated because it offers no improvements to the traffic operations at the interchange. This alternative will not improve traffic flow nor reduce traffic congestion at the U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) interchange. Therefore, the No-Build Alternative was eliminated from further consideration.

Two build alternatives to reconstruct the U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) interchange were studied. Alternative 1 proposed to construct a diamond interchange at the existing U.S. 29-70/ I-85 Business and S.R. 1009 (South Main Street) interchange, while Alternative 2 proposed to construct a partial cloverleaf interchange at this location. The proposed typical section for Alternative 1 along U.S. 29-70 and I-85 Business through the interchange includes two 12-foot travel lanes in each direction and a 10-foot median (**Appendix A, Figure 2A**). The proposed typical section for Alternative 2 along U.S. 29-70 and I-85 Business through the interchange includes three 12-foot travel lanes in each direction and a 10-foot median (**Appendix A, Figure 2B**). Under both alternatives, the proposed four-lane divided curb and gutter typical section along S.R. 1009 (South Main Street) includes two travel lanes in each direction, a 4-foot bicycle lane along the outside travel lanes, and a 23-foot raised median (**Appendix A, Figure 2C**). The proposed typical section along S.R. 1009 (South Main Street) would accommodate a sidewalk along the outside travel lane. However, the pedestrian accommodations are subject to change pending coordination with the City of High Point. Both alternatives would require restricting Greenview Terrace to right-in, right-out access and realigning Model Farm Road to the south. Alternatives 1 and 2 both provide adequate traffic capacity and operations along S.R. 1009 (South Main Street).

Alternative 1 was selected as the preferred alternative after considering the public comments received at and following the public meeting. Under Alternative 1, SW Cloverleaf Place is anticipated to remain open as a service road to the Salvation Army Boys & Girls Club and the William Booth Apartments (**Appendix A, Figure 3**). Alternative 1 is also the preferred alternative from a hydraulic design perspective as it would have the least impact at the Richland Creek crossing. The diamond interchange would impact the Richland Creek Tributary crossing, located immediately west of the existing ramp terminals, which is undersized and is recommended to be resized.

Estimated Cost:

	Alternative 1 (Preferred)
Construction Cost	\$ 6,700,000
Right-of-Way Cost	\$ 13,813,700
Utility Cost	\$ 1,755,400
Total Project Cost	\$ 22,269,100

Note: Based on 2018 prices

Estimated Traffic:

Location	2018 (vpd)	2040 (vpd)	Dual, TTST (%)
U.S. 29-70 / I-85 Business			
North of South Main Street	37,600	42,700	5,4
South of South Main Street	33,800	38,000	5,4
S.R. 1009 (South Main Street)			
Kendall Avenue to Greenview Terrace	28,900	31,600	4,2
Greenview Terrace to U.S. 29-70/I-85 Bus.	29,000	31,700	4,2
U.S. 29-70/I-85 Bus. To Model Farm Road	26,600	28,400	3,2
Model Farm Road to Moore Avenue	26,400	28,200	3,2

Note: vpd - denotes vehicles per day

Source: Traffic Forecast, HNTB (March 2018)

Accidents: NCDOT Traffic Engineering evaluated a recent five-year period (2013-2018) and found a total of 337 accidents occurring in the vicinity of the project. No fatal crashes occurred in the project area. Crashes are often the visible result of deficiencies in the capacity and safety characteristics of a transportation facility. Furthermore, they contribute to delays, congestion, and driver frustration, including more crashes.

The most common crash patterns within the project study area included rear-end slow or stopped collisions and lane departure collisions. Rear-end collisions accounted for 24% (36) of the total crashes along S.R. 1009 (South Main Street); 17% (16) along I-85 Business/ U.S. 29-70; and 42% (37) along the interchange ramps. This pattern is typical of congested conditions on roadways with little or no control of access and is common in stop-and-go conditions. Lane departure collisions accounted for 56% of the total crashes along I-85 Business/ U.S. 29-70 and 32% along the southwest interchange ramp. This pattern is typical of tight merges and diverges, particularly on interchange ramps. Reported crashes in the project study area are listed below.

Accident Type	S.R. 1009 (S Main Street)		I-85 Business / U.S. 29-70		Interchange Ramps	
	Number	% of Total	Number	% of Total	Number	% of Total
Turning Movements	58	38%	1	1%	11	12%
Rear-End	36	24%	16	17%	37	42%
Run Off Road & Fixed Object	14	9%	51	54%	27	30%
Angle	16	10%	0	0%	1	1%
Sideswipe	22	14%	16	17%	10	11%
Other	7	5%	11	11%	3	4%
Total	153	100%	95	100%	89	100%

Source: NCDOT Traffic Engineering, April 2018

A substantial number of the total accidents occurred near the ramp terminals with S.R. 1009 (South Main Street) and I-85 Business/ U.S. 29-70. These locations are listed below. The most accidents (63) occurred at the northwest and southwest ramp terminals with I-85 Business and U.S. 29-70.

Location	Number of Accidents
NW & SW Ramps & I-85 Business	63
NW Ramp & S.R. 1009	44
SE Ramp & S.R. 1009	30
NE Ramp & S.R. 1009	22
Nathan Hunt Drive & S.R. 1009	18
Springfield Road & S.R. 1009	17
NE & SE Ramps & I-85 Business	16
Moore Avenue & S.R. 1009	10
SW Ramp & S.R. 1009	8

Source: NCDOT Traffic Engineering, April 2018

Cultural Resources:

Historic Architecture- A review of the State Historic Preservation Office (HPO) data and relevant background reports was undertaken by NCDOT on March 28, 2018. Based on this review, several properties greater than 50 years of age were identified in the Area of Potential Effects (APE), including the First Pentecostal Holiness Church of High Point and Fellowship Hall. A copy of the correspondence is included in **Appendix B**. In June 2018, Dovetail Cultural Resource Group (Dovetail) conducted an evaluation to determine the National Register eligibility of the property. The report recommended that the First Pentecostal Holiness Church of High Point and Fellowship Hall is not eligible for listing in the National Register of Historic Places (NRHP). In a letter dated January 28, 2019, HPO concurred with the recommendation. A copy of this correspondence is included in **Appendix B**.

Archaeology- A map review and site file search were conducted by NCDOT at the Office of State Archaeology on March 9, 2018. A comprehensive archaeological survey has never been conducted around this interchange location and no archaeological sites have been recorded within one mile of the proposed project. Based on the poor soil conditions and developed nature within the Study Area and the results of previously reviewed/surveyed projects in the vicinity, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. A copy of this correspondence is included in **Appendix B**.

Environmental Considerations: Water resources in the study area are part of the Cape Fear River basin (U.S. Geological Survey [USGS] Hydrologic Unit 03030003). Streamside riparian zones within the study area are protected under provisions of the Randleman Lake Water Supply Watershed Buffer Rules; therefore, regulatory riparian buffer rules will apply to this project. The North Carolina 2016 Final 303(d) list of impaired waters identifies Richland Creek within the study area as an impaired water due to Fish Community (Fair). Richland Creek and its tributaries carry a best usage classification of 'WS-IV' (Drinking, Culinary, Food Processing) by the N.C. Division of Water Resources. All potential jurisdictional streams in the study area have been designated as warm water streams for the purposes of stream mitigation.

Guilford County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Based on the most current information available from the N.C. Floodplain Mapping Program (FMP), Richland Creek and Richland Creek Tributary 14 (SA) are in a designated flood hazard zone. This project involves construction activities on or adjacent to FEMA-regulated streams.

Relocations: Potential business relocations for Alternatives 1 and 2 are presented below and included in **Appendix C**. These estimates are based upon preliminary engineering designs and are subject to change as the project progresses through the design phases.

	Residential Relocations	Business Relocations	Non-Profit Relocations
Alternative 1	0	15	1
Alternative 2	2	13	1

Hazardous Materials: A field investigation to identify geoenvironmental sites of concern (underground storage tank sites [USTs], dry cleaning facilities, hazardous waste sites, regulated landfills, unregulated dumpsites) within the project study area was conducted by NCDOT on April 27, 2018. Sixteen sites of concern were identified within the project study area. The sites are listed below and shown in **Appendix A, Figure 4**.

Facility ID	Property Name	Property Address	Anticipated Risk
-----	Custom Drum Services Inc.	2000 2010 2020 Jarrell Street	Low
10624	Sunshine Tree and Fence Inc.	145 Kenilworth Drive	Low
-----	Henry James BBQ	2201 S. Main Street	Low
17524	Highland Automotive	2122 S. Main Street	Low
-----	Southside Mission	2113 S. Main Street	Low
10470	Furniture City Gulf/Best Auto Used Tires/MGM Auto Sales, Inc.	2107-2111 S. Main Street	Low
-----	Former Flea Market	2100 2106 S. Main Street	Low
-----	O'Reilly Auto Parts	2020 S. Main Street	Low
21680	Sun Mart Co.	2010 S. Main Street	Low
-----	Christos Global Cathedral/ Happy Rentz	125 NW Cloverleaf Place	Low
35680	Fast Fuels #6741	1921 South Main Street	Low
-----	Woods Produce II	1908 S. Main Street	Low
-----	High Point Nissan	1810 S. Main Street	Low
38966	Sheetz	1813 S. Main Street	Low
10757	Blair Park Mtnce	1901 Nathan Hunt Drive	Low
6763	NC DMV	1300 Blue Ridge Road	Low

Source: NCDOT GeoEnvironmental Planning Report (May 2018)

Design Information: A 60 mile per hour (mph) design speed is proposed for US 29-70/I-85 Business. A 40-mph design speed is proposed for S.R. 1009 (South Main Street). There are no design exceptions anticipated for this project.

Pedestrian, Bicycle, and Greenway Accommodations:

Pedestrian

Sidewalks do not exist on the existing bridge; however, there are existing sidewalks on the northeast side of S.R. 1009 (South Main Street) under the bridge. The City of High Point requested that the bridge span be wide enough to accommodate sidewalks along both sides of South Main Street in the future. The City of High Point Comprehensive Pedestrian Plan (2017) indicates this segment of Main Street is a "highest priority" corridor for sidewalk on both sides of South Main Street.

Bicycle

This section of U.S. 29-70 and I-85 Business is not part of a designated bicycle route nor is it shown as needing bicycle improvements in the High Point Metropolitan Planning Organization (HPMPO) Comprehensive Transportation Plan (CTP). The City of High Point requested that the bridge span be wide enough to accommodate potential bike lanes on South Main Street in the future. Although current plans do not show South Main Street as a bicycle facility, the City of High Point anticipates it will be included in the bicycle master plan, currently in development.

Greenway

The High Point Bikeway, Greenway, and Trails Master Plan proposes a multi-use greenway path within the project study area, west of the existing interchange, along Richland Creek. The Piedmont Triad Regional Council developed a Southwest High Point Greenway Feasibility Study, which also identifies a proposed greenway along Richland Creek.

Agency Coordination: NCDOT held a project scoping meeting on March 28, 2018 with resource agencies to begin the planning process for this project. NCDOT has coordinated with appropriate local, state, and federal agencies throughout this project study. Appropriate coordination will continue throughout the design and construction phases of the project. Comments from the agencies invited to the scoping meeting, listed below, were recorded as part of the scoping meeting and are included in the scoping meeting summary (**Appendix D**). Specific project-related comments or concerns were addressed within this environmental document.

- U.S. Army Corps of Engineers (USACE)
- U.S. Environmental Protection Agency (USEPA)
- U.S. Fish and Wildlife Service (USFWS)
- Federal Highway Administration (FHWA)
- N.C. Division of Water Resources (NCDWR)
- N.C. State Historic Preservation Office (HPO)
- N.C. Wildlife Resources Commission (NCWRC)
- High Point Metropolitan Planning Organization (HPMPO)

Public Involvement: A landowner notification letter was sent to all property owners located within the project study area. No comments were received.

A public meeting was held on July 31, 2018 at the High Point Theatre in High-Point, North Carolina. The purpose of the meeting was to provide the public the opportunity to review project maps, ask questions, provide comments, informally discuss the project with the project team, and involve the public in the project planning process. Participants at this meeting could view maps that depicted the proposed project, including the proposed use of land from the Blair Park Golf Course. A postcard announcing the public meeting was mailed to approximately 2,500 residents and business owners within the project study area prior to the public meeting.

Prior to the public meeting, a meeting was held with local officials on the same day and at the same location as the public meeting. The meeting was held to provide information about the proposed project to the local officials and obtain input from them regarding the proposed project.

Approximately 27 people attended the public meeting, including local officials. A total of seven comments were received at the public meeting or during the comment period following the meeting. Most of the comments expressed by citizens included a preference for Alternative 1 to provide the best traffic flow on Model Farm Road and Baltimore Street and to avoid impacts to the Blair Park Golf Course. Another property owner is concerned about

access to their property off Model Farm Road, as well as the acquisition of a portion of their property included in the proposed roadway right of way.

F. Project Impact Criteria Checklists:

<u>Type III Actions</u>		Yes	No
If the proposed improvement is identified as a Type III Class of Action answer all questions. <ul style="list-style-type: none"> • The Categorical Exclusion will require FHWA approval. • If any questions are marked "yes" then additional information will be required for those questions in Section G. 			
1	Does the project involve potential effects on species listed with the US Fish and Wildlife Service (USFWS) or National Marine Fisheries (NMFS)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2	Does the project result in impacts subject to the conditions of the Bald and Golden Eagle Protection Act (BGPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3	Does the project generate substantial controversy or public opposition, for any reason, following appropriate public involvement?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
4	Does the project cause disproportionately high and adverse impacts relative to low-income and/or minority populations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5	Does the project involve substantial residential or commercial displacements or right of way acquisition?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6	Does the project include a determination under Section 4(f)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7	Is a project-level analysis for direct, indirect, or cumulative effects required based on the NCDOT community studies screening tool?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
8	Is a project level air quality Mobile Source Air Toxics (MSAT) analysis required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
9	Is the project located in anadromous fish spawning waters?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
10	Does the project impact waters classified as Outstanding Resource Water (ORW), High Quality Water (HQW), Water Supply Watershed Critical Areas, 303(d) listed impaired water bodies, buffer rules, or Submerged Aquatic Vegetation (SAV)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11	Does the project impact waters of the United States in any of the designated mountain trout streams?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12	Does the project require a U.S. Army Corps of Engineers (USACE) Individual Section 404 Permit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
13	Will the project require an easement from a Federal Energy Regulatory Commission (FERC) licensed facility?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
14	Does the project include Section 106 of the National Historic Preservation Act (NHPA) effects determination other than a no effect, including archaeological remains? Are there project commitments identified?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
15	Does the project involve hazardous materials and/or landfills?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
16	Does the project require work encroaching and adversely effecting a regulatory floodway or work affecting the base floodplain (100-year flood) elevations of a water course or lake, pursuant to Executive Order 11988 and 23 CFR 650 subpart A?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<u>Type III Actions</u>		Yes	No
17	Is the project in a Coastal Area Management Act (CAMA) county and substantially affects the coastal zone and/or any Area of Environmental Concern (AEC)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
18	Does the project require a U.S. Coast Guard (USCG) permit?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
19	Does the project involve construction activities in, across, or adjacent to a designated Wild and Scenic River present within the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
20	Does the project involve Coastal Barrier Resources Act (CBRA) resources?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
21	Does the project impact federal lands (e.g. USFS, USFWS, etc.) or Tribal Lands?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
22	Does the project involve any changes in access control?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
23	Does the project have a permanent adverse effect on local traffic patterns or community cohesiveness?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
24	Will maintenance of traffic cause substantial disruption?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
25	Is the project inconsistent with the STIP or the Metropolitan Planning Organization's (MPO's) Transportation Improvement Program (TIP) (where applicable)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
26	Does the project require the acquisition of lands under the protection of Section 6(f) of the Land and Water Conservation Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Restoration Act, Tennessee Valley Authority (TVA), Tribal Lands, or other unique areas or special lands that were acquired in fee or easement with public-use money and have deed restrictions or covenants on the property?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
27	Does the project involve Federal Emergency Management Agency (FEMA) buyout properties under the Hazard Mitigation Grant Program (HMGP)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
28	Is the project considered a Type I under the NCDOT's Noise Policy?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
29	Is there prime or important farmland soil impacted by this project as defined by the Farmland Protection Policy Act (FPPA)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
30	Are there other issues that arose during the project development process that effected the project decision?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

G. Additional Documentation as Required from Section F

Response to Question 5: Based on the preliminary engineering designs, the proposed interchange reconstruction would involve 15 business and one non-profit displacements. Potential commercial relocation impacts are included in **Appendix C**. These estimates are based on preliminary engineering designs and are subject to change as the project progresses through the final design phase.

Response to Question 6:

Section 4(f) De Minimis Impact Background: In 2005, Congress amended Section 4(f) in its passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), specifically in Section 6009(a). An important change was the introduction of the *de minimis* procedures for processing minor impacts to Section 4(f) resources. Subsequent to the passage of SAFETEA-LU, the FHWA amended the Section 4(f) regulations and issued guidance for determining *de minimis* findings.

Based on these regulations and guidance documents, the use of land from a publicly-owned park, recreation area, or wildlife and waterfowl refuge may be determined to be *de minimis* if:

1. The transportation use of the park, together with any impact avoidance, minimization, and mitigation or enhancement measures do not adversely affect the activities, features, and attributes that qualify the resource for protection under Section 4(f).
2. The official(s) with jurisdiction over the property are informed of FHWA's intent to make the *de minimis* impact finding, based on their written concurrence that the project will not adversely affect the activities, features, and attributes that qualify the property for protection under Section 4(f).
3. The public has been afforded an opportunity to review and comment on the effects of the project on the proposed activities, features, and attributes of the Section 4(f) resource.

According to the provisions set forth in Section 6009(a) of SAFETEA-LU, once the U.S. Department of Transportation determines that a transportation use of property from a Section 4(f) resource constitutes a *de minimis* impact, analysis of avoidance alternatives is not required and the Section 4(f) evaluation process is complete.

Area of Concern - Blair Park Golf Course: Blair Park Golf Course, the oldest of High Point's two municipally owned courses, was a gift to the City from descendants of Solomon Blair. Today's modern 18-hole facility was originally constructed as a nine-hole course in 1931, with a second nine added in the mid-1940s. The proposed project will lie to the southeast of the golf course, which is located at 1901 S. Main Street in High Point adjacent to Greenview Terrace.

Impacts to Blair Park Golf Course: The preferred alternative will require the use of approximately 0.16 acre of land from the extreme southern corner of the golf course (**Appendix A, Figure 3**). The land impacted is undeveloped and wooded, including

approximately 0.11 acre which is within a Duke Energy Easement containing large transmission towers. Access to the golf course will be maintained at its current location. The proposed project would not impact the recreation activities of the golf course, including the greens or driving areas.

After coordination with officials from the City of High Point Parks and Recreation Department and the NCDOT and review of the project's impacts, the FHWA finds that the Proposed Reconstruction of the U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) Interchange will not adversely affect the activities, features, and attributes that qualify the golf course for protection under Section 4(f). This *de minimis* finding includes the Section 4(f) requirement that all possible planning to minimize harm to the resource have been achieved.

The City of High Point was informed of FHWA's determination that no adverse effects to the golf course will result from the project and of the agency's expectation that the impact will constitute a *de minimis* use of land from a Section 4(f) resource. The City concurs that the Proposed Interchange Reconstruction will have no adverse effect on the Blair Park Golf Course (see letter dated September 24, 2018 in **Appendix D**).

Response to Question 8: The purpose of this project is to improve mobility in the U.S. 29-70/I-85 Business and S.R. 1009 (South Main Street) interchange, alleviate existing congestion at several of the existing unsignalized ramp terminals, and upgrade the interchange design to meet current design standards by reconstructing the interchange and limiting driveway access along and in proximity to the interchange. This project has been determined to generate minimal air quality impacts for Clean Air Act criteria pollutants and has not been linked with any special mobile source air toxic (MSAT) concerns. As such, this project will not result in changes in traffic volumes, vehicle mix, basic project location, or any other factor that would cause a meaningful increase in MSAT impacts of the project from that of the no-build alternative.

Response to Question 10: The North Carolina 2016 Final 303(d) list of impaired waters identifies Richland Creek within the study area as an impaired water due to Fish Community (Fair). Streamside riparian zones within the study area are protected under provisions of the Randleman Lake Water Supply Watershed Buffer Rules administered by N.C. Division of Water Resources.

Response to Question 12: Five potential jurisdictional wetlands were identified within the study area (**Appendix A, Figure 5**). Wetland classification, quality rating data, and estimated impacts are presented below. All wetlands in the study area are within the Cape Fear River basin (USGS Hydrologic Unit 03030003). Additional information regarding the wetlands can be found in the Natural Resources Technical Report.

Map ID	NCWAM Classification	Hydrologic Classification	NCWAM Rating	Impact* (acres)
WA	Floodplain Pool	Riparian	High	0.00
WB	Bottomland Hardwood Forest	Riparian	Low	0.00
WC	Floodplain Pool	Riparian	High	0.04
WD	Headwater Forest	Riparian	Medium	0.00
WE	Bottomland Hardwood Forest	Riparian	Low	0.03
TOTAL WETLAND IMPACT:				0.07

Note: * Impacts based on anticipated construction limits plus an additional 25-feet

Ten potential jurisdictional streams were identified within the study area (**Appendix A, Figure 5**). Stream classification, buffer applicability, and estimated impacts are presented below. All jurisdictional streams in the study area have been designated as warm water streams for the purposes of stream mitigation.

Map ID	Classification	Compensatory Mitigation Req'd	River Basin Buffer	Impact* (linear feet)
Richland Creek	Perennial	Yes	Subject	NW Ramp: 304 SR 1009 Crossing: 128
SA (UT 14)	Perennial	Yes	Subject	54
SB-I	Intermittent	Undetermined	Subject	0
SB-P	Perennial	Yes	Subject	0
SC	Perennial	Yes	Subject	5
SD	Perennial	Yes	Subject	0
SE-I	Intermittent	Undetermined	Subject	0
SE-P	Perennial	Yes	Subject	0
SF	Intermittent	Undetermined	Subject	33
SG	Intermittent	Undetermined	Subject	0

Note: * Impacts based on anticipated construction limits plus an additional 25-feet

In the vicinity of the northwest ramp terminal, 304 linear feet of parallel impacts to Richland Creek are anticipated. During final design, if the construction limits along U.S. 29-70/I-85 Business south of the interchange encroach upon Richland Creek, construction of a retaining wall along U.S. 29-70/I-85 Business in that area would be studied.

With mitigation of the parallel impacts to Richland Creek near the northwest ramp terminal, the proposed project is estimated to impact 0.07 acres of wetlands and 220 linear feet of streams. Under the current Section 404 permitting requirements, it is anticipated the project would not require an Individual Permit (IP). In general, the U.S. Army Corps of Engineers issues an IP for projects that result in more than 0.5 acres of fill to Waters of the U.S. or more than 300 linear feet of stream impacts or if the project is considered by the agency to be a major action. Exact impacts, including required extent of fill placement, will be determined during final design. The amount of impacts to water resources and wetlands within the study area, described above, likely represents the maximum extent of potential fill in Waters of the United States. The selection of Alternative 1 avoided several hundred feet

of impacts to Richland Creek incurred under Alternative 2 and minimized 4(f) impacts to the Blair Park Golf Course. The current design will be refined and NCDOT may further minimize the impacts as final design is completed.

As indicated in the Preliminary Hydraulic Technical Report, the elevation of S.R. 1009 (South Main Street) cannot be raised above the existing elevation near the Richland Creek crossing at S.R. 1009 (South Main Street). This includes not just the centerline elevation, but the shoulder point, top of curb, or any proposed raised island elevations along S.R. 1009 (South Main Street) that must be at or below the maximum existing elevation along the roadway. South Main Street currently overtops during flood events and any roadway elevation increases will worsen the flooding issues upstream. As stated above, if the construction limits along U.S. 29-70/I-85 Business south of the interchange encroach upon Richland Creek, construction of a retaining wall along U.S. 29-70/I-85 Business in that area would be studied in final design.

Response to Question 15: Sixteen possible UST facilities (all low-risk) were identified within the project study area. The current construction limits for Alternative 1 may impact several of these UST sites. If further design confirms an impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right-of-way acquisition.

Response to Question 16: Guilford County is a participant in the National Flood Insurance Program, administered by the Federal Emergency Management Agency (FEMA). Based on the N.C. Floodplain Mapping Program (FMP), Richland Creek and Richland Creek Tributary 14 (SA) are in a designated flood hazard zone. This project involves construction activities on or adjacent to FEMA-regulated streams.

Response to Question 22: The existing interchange includes driveway connections along the interchange ramps, which does not meet current safety standards for control of access at interchanges. The proposed interchange reconstruction will provide full control of access along S.R. 1009 (South Main Street) on either side of the proposed interchange (approximately Greenview Terrace to SW Cloverleaf Place), eliminating driveway access along the proposed ramps. Access to businesses would be relocated to surrounding roads or existing ramps that will be converted to access roads.

H. Project Commitments

Guilford County
Proposed Reconstruction of the U.S. 29-70/ I-85 Business and
S.R. 1009 (South Main Street) Interchange in High Point
WBS No. 44674.1.2
STIP No. U-5896

Division 7 Construction, Resident Engineer's Office / Right-of-Way Unit / Project Management Unit - Local Coordination

NCDOT Division of Bicycle and Pedestrian Transportation and Work Zone Safety will be contacted prior to construction to evaluate the necessary level of pedestrian access accommodation during construction.

Hi Point Transit System officials will be contacted prior to construction to evaluate the necessary level of bus rider access accommodation during construction.

Guilford County Emergency Services and the City of High Point Fire Chief will be contacted prior to construction regarding potential construction-related delays so that the necessary temporary reassignments to primary response units can be made.

NCDOT Community Studies will be contacted regarding a suitable level of coordination that should be undertaken as part of relocation assistance with the Southside Mission that serves the nearby homeless population.

Project Management Unit - Roadway Design / Hydraulics Unit

During final design, impacts to Richland Creek will be minimized. As indicated in the Preliminary Hydraulic Technical Report, the elevation of S.R. 1009 (South Main Street) cannot be raised above the existing elevation near the Richland Creek crossing at S.R. 1009 (South Main Street). This includes not just the centerline elevation, but the shoulder point, top of curb, or any proposed raised island elevations along S.R. 1009 (South Main Street) that must be at or below the maximum existing elevation along the roadway. South Main Street currently overtops during flood events and any roadway elevation increases will worsen the flooding issues upstream.

During final design, if the construction limits along U.S. 29-70/I-85 Business south of the interchange encroach upon Richland Creek, construction of a retaining wall along U.S. 29-70/I-85 Business in that area would be studied.

Hydraulic Unit - FEMA Coordination

The Hydraulics Unit will coordinate with the North Carolina Floodplain Mapping Program (FMP) to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement, or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map revision (LOMR).

Hydraulics Unit / Division 7 Construction - FEMA - As-Built Construction Plans

This project involves construction activities on or adjacent to FEMA-regulated stream(s). Therefore, the Division shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying that the drainage structure(s) and roadway embankment that are located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

GeoEnvironmental Section - Impacts to Underground Storage Tanks (UST's)

If further design indicates potential impact to UST's, preliminary site assessments for soil and groundwater contamination will be performed prior to right of way purchase.

I. Categorical Exclusion Approval

STIP Project No.	<u>U-5896</u>
WBS Element	<u>44674.1.2</u>
Federal Project No.	<u>N/A</u>

Prepared By:

1/31/2019	DocuSigned by: <i>Aileen S. Mayhew</i> B8BA757910214D2...
<u> </u> Date	<u> </u> Aileen S. Mayhew, P.E. - Senior Project Manager Mott MacDonald

Prepared For:

United States Department of Transportation
Federal Highway Administration
and
North Carolina Department of Transportation
Division of Highways

Reviewed By:

2/5/2019	DocuSigned by: <i>Bryan C. Key</i> 329D39A94F124FC...
<u> </u> Date	<u> </u> Bryan C. Key, P.E. - Senior Project Manager North Carolina Department of Transportation

NCDOT certifies that the proposed action qualifies as a Type III Categorical Exclusion.

2/4/2019	DocuSigned by: <i>Laura E. Sutton</i> AE35E3E6727640E...
<u> </u> Date	<u> </u> Laura Sutton, P.E. - Project Management Team Lead North Carolina Department of Transportation

FHWA Approval:

2/6/2019	DocuSigned by: <i>Joseph Seigle</i> 6AEDC65DA9E14C7...
<u> </u> Date	<u> </u> John F. Sullivan, III, P.E. - Division Administrator Federal Highway Administration

APPENDIX A

Figures

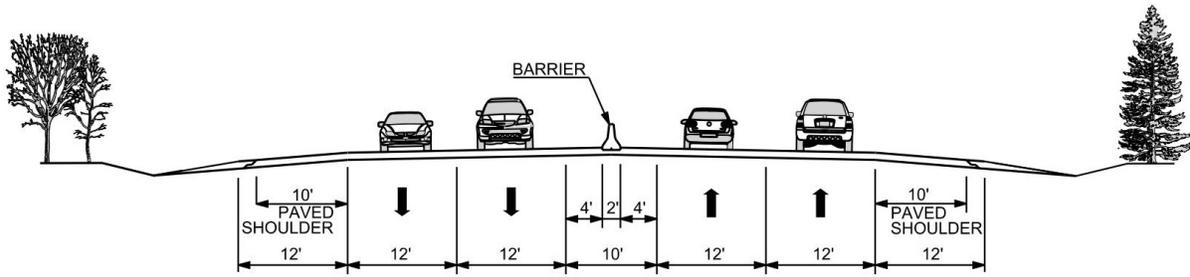


FIGURE 2A
U.S. 29-70/I-85 Business Roadway Typical Cross Section
 4 Lane Divided with 10' median
Alternative 1

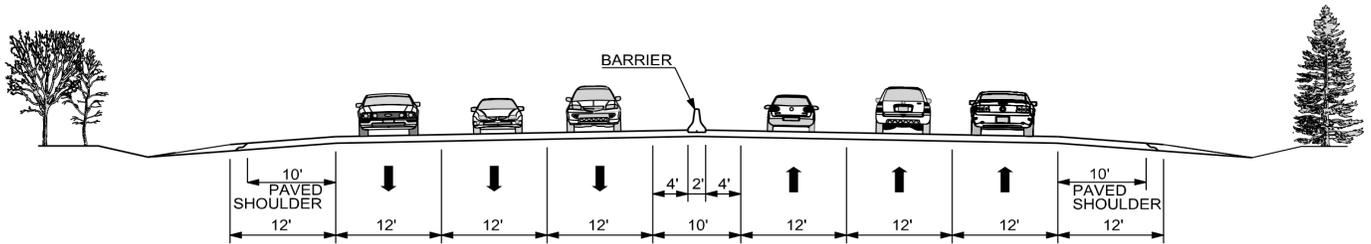


FIGURE 2B
U.S. 29-70/I-85 Business Roadway Typical Cross Section
 6 Lane Divided with 10' median
Alternative 2

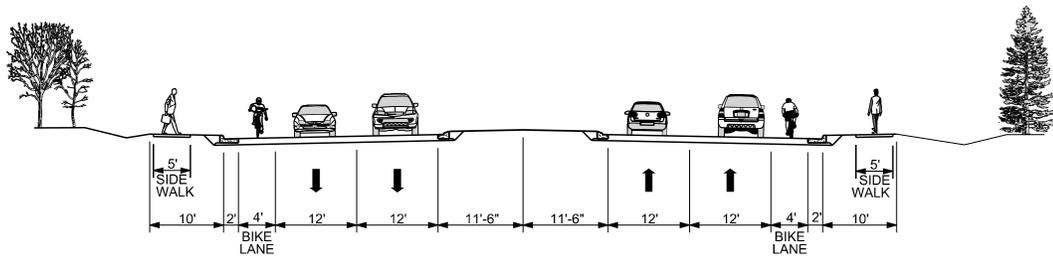
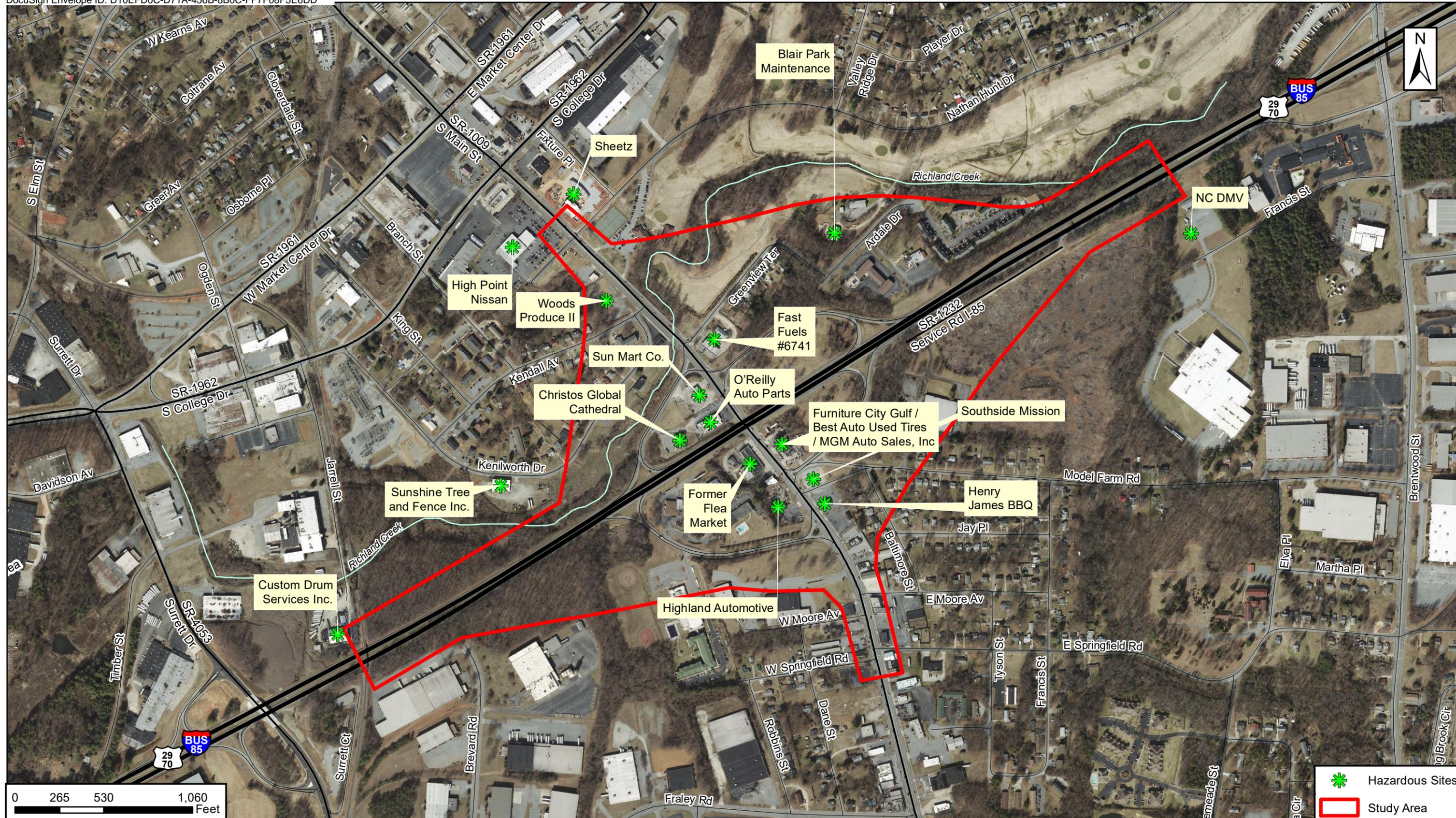


FIGURE 2C
S.R. 1009 (South Main Street) Roadway Typical Cross Section
 4-Lane Divided with 23' median
Alternatives 1 & 2



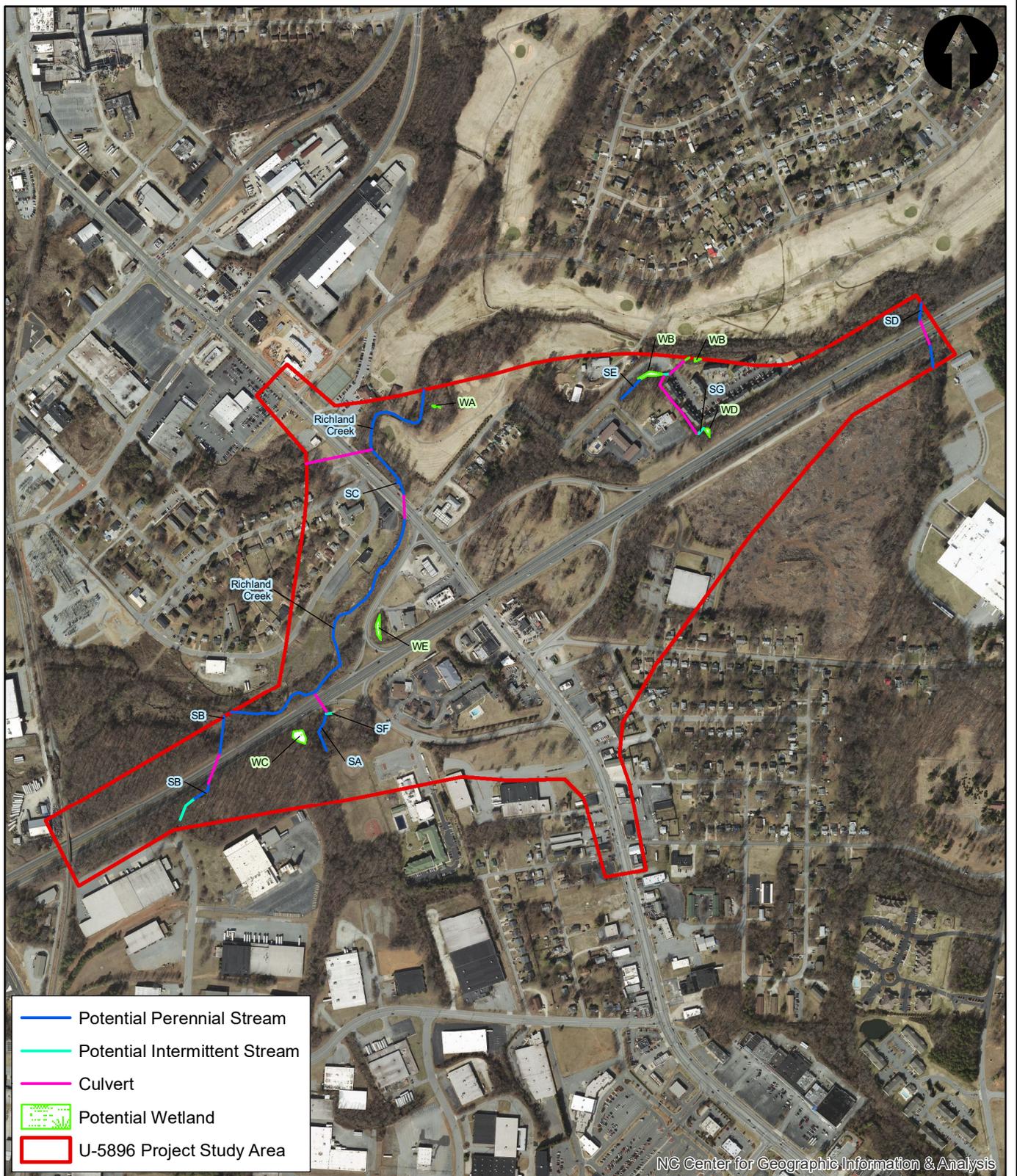
North Carolina Department of Transportation
 Project Development & Environmental Analysis Unit

U-5896
 US 29-70/I-85 Business
 Reconstruct Interchange at SR 1009 (South Main Street)
 High Point, Guilford County



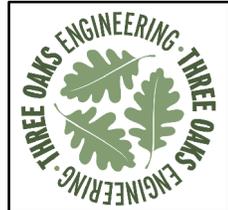
North Carolina Department of Transportation
 Project Development & Environmental Analysis Unit
 U-5896
 US 29-70/I-85 Business
 Reconstruct Interchange at SR 1009 (South Main Street)
 High Point, Guilford County





- Potential Perennial Stream
- Potential Intermittent Stream
- Culvert
- ▨ Potential Wetland
- ▭ U-5896 Project Study Area

NC Center for Geographic Information & Analysis



Prepared For:
**Reconstruct US 29/ US 70/ I-85
 Business Interchange at SR 1009
 (South Main St) STIP U-5896**

Jurisdictional Features Map
 Guilford County, North Carolina

Date: June 2018
 Scale: 0 200 400 Feet
 Job No.: 18-011
 Drawn By: NMS
 Checked By: NDH

Figure
5

APPENDIX B

Cultural Resources

18-03-0003



HISTORIC ARCHITECTURE AND LANDSCAPES

SURVEY REQUIRED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	U-5896	County:	Guilford
WBS No.:	44674.1.1	Document Type:	CE
Fed. Aid No:	NSP-0029(068)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
<u>Project Description:</u> Reconstruct interchange at US 29/US 70/Business 85 abd SR 1009 (S. Main St) in High Point			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

<u>Description of review activities, results, and conclusions:</u> On March 28, 2018 a search of NC HPOWEB GIS Service map reveals several properties over 50 years of age in the Area of Potential Effect for this project. An architectural historian will need to conduct a site visit to determine if there are any properties that warrant a full National Register evaluation.
--

SUPPORT DOCUMENTATION

Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes -- ****SURVEY REQUIRED****

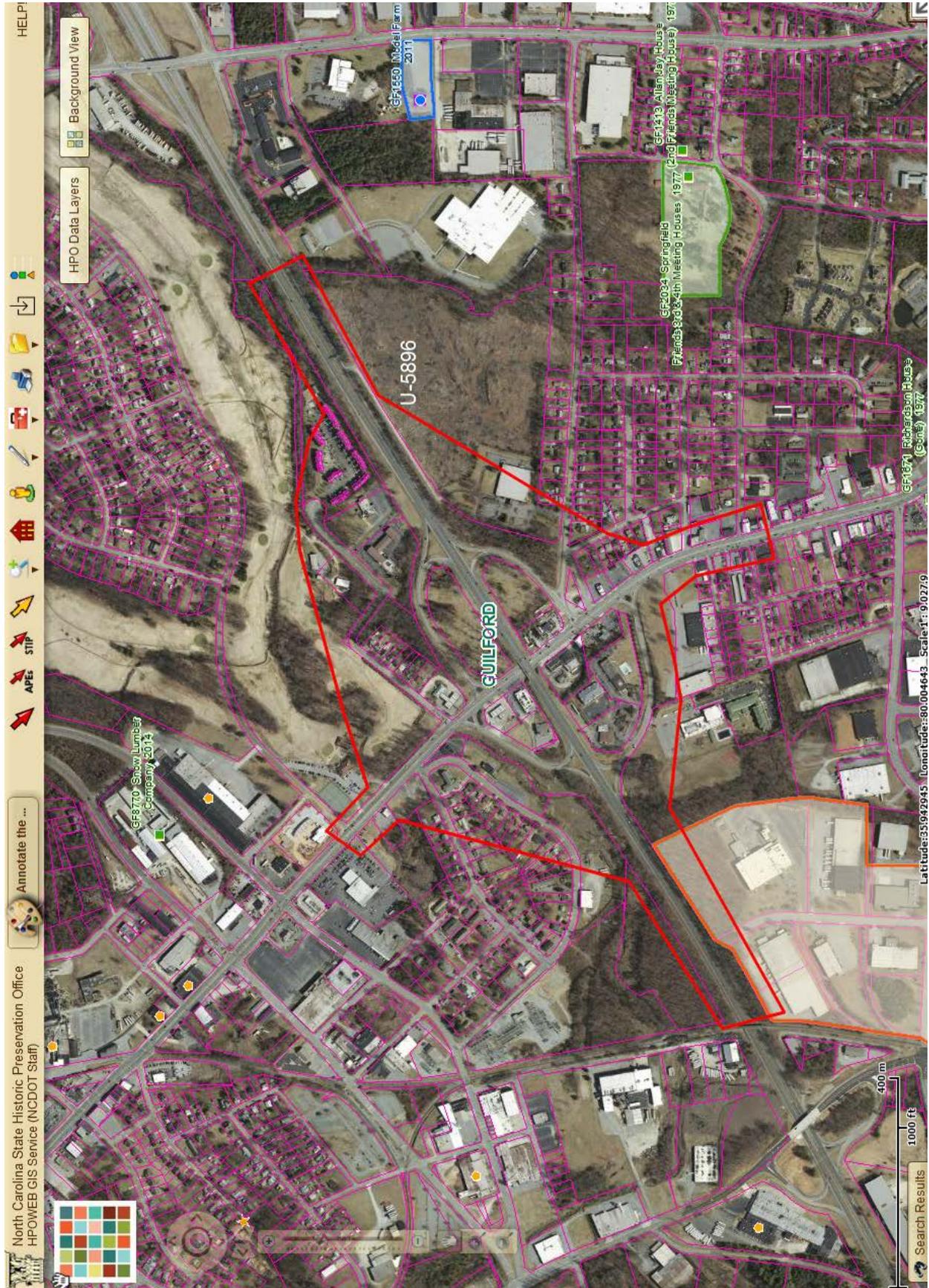
Shelby Reap

March 28, 2018

NCDOT Architectural Historian

Date

Anticipated Fieldwork Completion Date: September 28, 2018



18-03-0003



HISTORIC ARCHITECTURE AND LANDSCAPES NO HISTORIC PROPERTIES PRESENT OR AFFECTED FORM

This form only pertains to Historic Architecture and Landscapes for this project. It is not valid for Archaeological Resources. You must consult separately with the Archaeology Group.

PROJECT INFORMATION

Project No:	U-5896	County:	Guilford
WBS No.:	44674.1.1	Document Type:	CE
Fed. Aid No:	NSP-0029(068)	Funding:	<input type="checkbox"/> State <input checked="" type="checkbox"/> Federal
Federal Permit(s):	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Permit Type(s):	
<u>Project Description:</u> Reconstruct interchange at US 29/US 70/Business 85 and SR 1009 (Main St) in High Point			

SUMMARY OF HISTORIC ARCHITECTURE AND LANDSCAPES REVIEW

- There are no National Register-listed or Study Listed properties within the project's area of potential effects.
- There are no properties less than fifty years old which are considered to meet Criteria Consideration G within the project's area of potential effects.
- There are no properties within the project's area of potential effects.
- There are properties over fifty years old within the area of potential effects, but they do not meet the criteria for listing on the National Register.
- There are no historic properties present or affected by this project. (Attach any notes or documents as needed.)

Date of field visit: June 2018

Description of review activities, results, and conclusions:

Review of HPO quad maps, relevant background reports, historic designations roster, and indexes was undertaken on March 28, 2018. There are no NR, DE, SL, LL or SS properties in the study area. One church and fellowship hall in the APE was evaluated for National Register eligibility and recommend not eligible. In a letter dated January 28, 2019, HPO concurred with that recommendation. No historic properties will be affected by this project.

SUPPORT DOCUMENTATION

- Map(s) Previous Survey Info. Photos Correspondence Design Plans

FINDING BY NCDOT ARCHITECTURAL HISTORIAN

Historic Architecture and Landscapes – **NO HISTORIC PROPERTIES PRESENT OR AFFECTED**

Jan 28 2019

NCDOT Architectural Historian Date

Historic Architecture and Landscapes NO HISTORIC PROPERTIES PRESENT OR AFFECTED form for Minor Transportation Projects as Qualified in the 2007 Programmatic Agreement.



North Carolina Department of Natural and Cultural Resources
State Historic Preservation Office

Ramona M. Bartos, Administrator

Governor Roy Cooper
Secretary Susi H. Hamilton

Office of Archives and History
Deputy Secretary Kevin Cherry

January 28, 2019

MEMORANDUM

TO: Shelby Reap
Office of Human Environment
NCDOT Division of Highways

FROM: Renee Gledhill-Earley *Renee Gledhill-Earley*
Environmental Review Coordinator

SUBJECT: Additional Information, Historic Structures Survey Report, Interchange Reconstruction at US 29/US 70/Business 85 and SR 1009, High Point, PA 18-03-0003, U-5896, Guilford County, ER 18-3050

Thank you for your January 7, 2019, email transmitting the additional information we requested to complete our review of the above-referenced report. Based on the information provided, we concur that First Pentecostal Holiness Church of High Point and Fellowship Hall (GF8984) is not eligible for listing in the National Register. When compared to other local Colonial Revival-style churches, it is clear that this church is one of several in High Point exhibiting the style and does not stand out as one of the best representations.

The above comments are made pursuant to Section 106 of the National Historic Preservation Act and the Advisory Council on Historic Preservation's Regulations for Compliance with Section 106 codified at 36 CFR Part 800.

Thank you for your cooperation and consideration. If you have questions concerning the above comment, contact Renee Gledhill-Earley, environmental review coordinator, at 919-814-6579 or environmental.review@ncdcr.gov. In all future communication concerning this project, please cite the above referenced tracking number.

cc: Mary Pope Furr, NCDOT, mfurr@ncdot.gov

18-03-0003**NO ARCHAEOLOGICAL SURVEY REQUIRED FORM**

This form only pertains to ARCHAEOLOGICAL RESOURCES for this project. It is not valid for Historic Architecture and Landscapes. You must consult separately with the Historic Architecture and Landscapes Group.

**PROJECT INFORMATION**

Project No: **U-5896** *County:* **Guilford**
WBS No: **44674.1.1** *Document:* **Federal CE**
F.A. No: **NHP-0029(068)** *Funding:* State Federal

Federal Permit Required? Yes No *Permit Type:* **USACE (not specified)**

Project Description: NCDOT's Division 7 proposes to reconstruct the interchange at US 29/US 70/Business 85 with SR 1009 (South Main Street) in High Point, Guilford County. This project has been combined with the replacement of Bridge No. 147 on US 29/US 70/Business 85 over SR 1009 (South Main Street) (TIP# B-5353 [PA 15-09-0015]). The existing cross-section for Business 85 consists of a 4-lane divided facility whereas the existing cross-section for South Main Street consists of a 5-lane facility. Existing ROW along the interstate corridor is 150 feet whereas along South Main Street the existing ROW is about 100 feet. Project length is listed as about 1.00 mile. Since Preliminary Design Plans have not been developed yet, a Study Area for the project has been generated in order to facilitate environmental planning purposes at this stage. The Study Area will be centered around the interchange location and encompass about 151 acres, inclusive of the existing roadways and any modern development.

SUMMARY OF CULTURAL RESOURCES REVIEW***Brief description of review activities, results of review, and conclusions:***

This project was accepted on Thursday, March 8, 2018. A map review and site file search was conducted at the Office of State Archaeology (OSA) on Friday, March 9, 2018. A comprehensive archaeological survey has never been conducted around this particular interchange location, and no archaeological sites have been recorded within one (1) mile of the proposed project. Digital copies of HPO's maps (High Point East and High Point West Quadrangles) as well as the HPOWEB GIS Service (<http://gis.ncdcr.gov/hpweb/>) were last reviewed on Tuesday, March 13, 2018. There are no known historic architectural resources located within or adjacent to the Study Area for which intact archaeological deposits would be anticipated within the footprint of the proposed project. In addition, topographic maps, historic maps (NCMaps website), USDA soil survey maps, and aerial photographs were utilized and inspected to gauge environmental factors that may have contributed to historic or prehistoric settlement within the project limits, and to assess the level of modern, slope, agricultural, hydrological, and other erosive-type disturbances within and surrounding the Study Area.

Brief Explanation of why the available information provides a reliable basis for reasonably predicting that there are no unidentified historic properties in the APE:

This is a Federally funded project for which a Federal permit may be necessary. Permanent/temporary easements will not be necessary; however, the need for additional ROW was not conveyed as part of the submittal. The size and shape of the Study Area have been drawn in a way to capture any possible impacts beyond the NCDOT's existing ROW along US 29/US 70/Business 85 and SR 1009 (South Main

18-03-0003

Street). At this time, we are in compliance with NC GS 121-12a, since there are no eligible (i.e. National Register-listed) archaeological resources located within the project's Study Area that would require our attention. Based on the description of the proposed project, activities may take place beyond the NCDOT's existing ROW. From an environmental perspective, the Study Area falls within a highly developed interchange location along the interstate system in the Piedmont physiographic region of North Carolina. The Study Area consists of several soil types, all of which have been heavily disturbed by modern development or succumbed to erosion (Mecklenburg-Urban land complex, 2-10% slopes [MuB], Mecklenburg sandy clay loam, 2-6% slopes, eroded [MhB2], and Mecklenburg sandy clay loam, 6-10% slopes, eroded [MhC2]). Based on the poor soil conditions and the level of development, the preservation of intact archaeological resources would not be anticipated. The Office of State Archaeology (OSA) has reviewed various projects within the vicinity of the Study Area for environmental compliance, including residential development (ERs 94-0261, 99-8874, and 98-7811), transportation improvements (ERs 08-2555, 95-7472, 12-2152, and 03-2905), commercial/industrial development (ERs 94-8091 and 06-1031), a recreational project (CH 06-2618), utility upgrades (ER 09-0680), and a cell tower (CT 02-0319). Stating a low probability for intact and significant archaeological sites to be present, OSA did not require an archaeological survey for any of these projects. Within five (5) miles of the Study Area, NCDOT's Archaeology Group has reviewed at least nine (9) transportation-related projects for environmental compliance under the Programmatic Agreement (PA) with the State Historic Preservation Office (NC-HPO), two of which are located within one (1) mile of the proposed project. In fact, a portion of the current Study Area was reviewed and cleared as part of PA 15-09-0015. Only two (2) of these projects required an archaeological survey (TIP# U-5864 [PA 17-04-0031] and TIP# U-5770 [PA 16-08-0014]), based on the presence of intact pockets of undeveloped land and buffers adjacent to steams/rivers. As a result of those surveys, no archaeological sites were documented. Given the poor soil conditions and developed nature within the Study Area and the results of previously reviewed/ surveyed projects in the vicinity, there is a low probability for significant prehistoric and/or historic archaeological materials to be present. Therefore, it is believed that the current Study Area, as depicted, is unlikely to contain intact and significant archaeological resources. No archaeological survey is required for this project. If design plans change or are made available prior to construction, then additional consultation regarding archaeology will be required. At this time, no further archaeological work is recommended. If archaeological materials are uncovered during project activities, then such resources will be dealt with according to the procedures set forth for "unanticipated discoveries," to include notification of NCDOT's Archaeology Group.

SUPPORT DOCUMENTATION

See attached: Map(s) Previous Survey Info Photos Correspondence
 Photocopy of County Survey Notes Other:

FINDING BY NCDOT ARCHAEOLOGIST**NO ARCHAEOLOGY SURVEY REQUIRED**


NCDOT ARCHAEOLOGIST

March 13, 2018

Date

18-03-0003

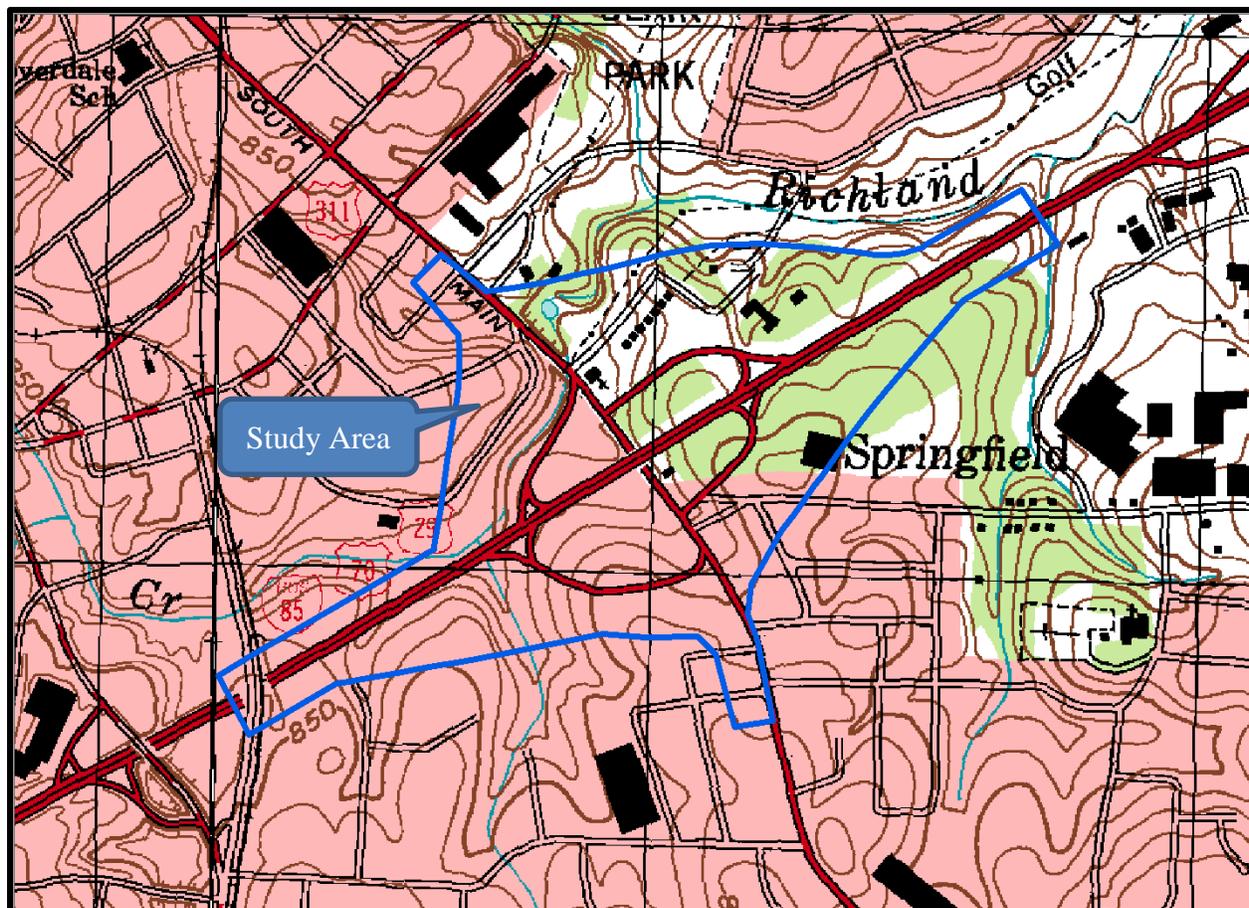
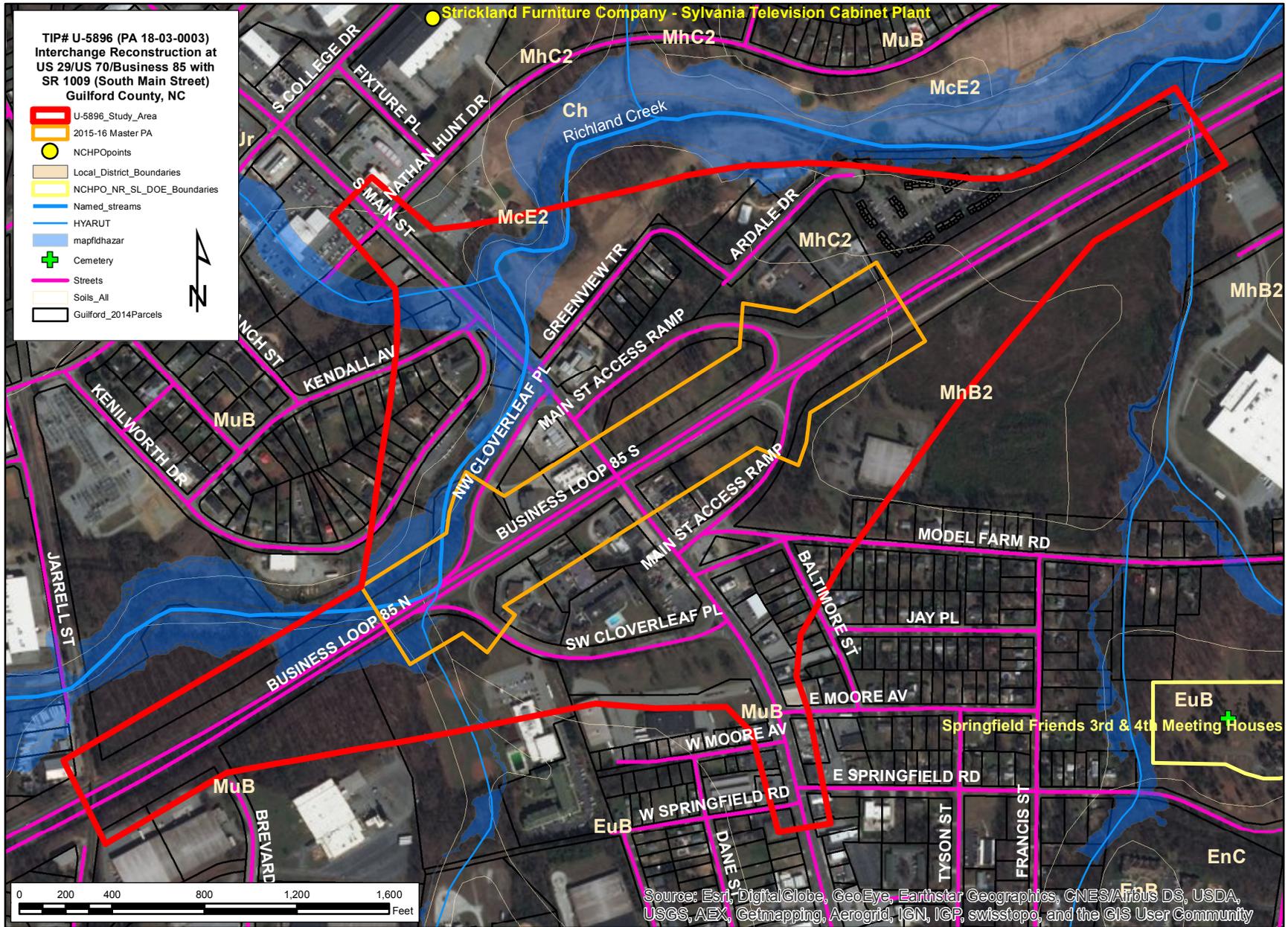


Figure 1: High Point West, NC (USGS 1969 [PR87]) and High Point East, NC (USGS 1950 [PR82]).



APPENDIX C

Relocation Report

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT: 44674.1.1 **COUNTY:** Guilford **Alternate 1 of 2 Alternate**

T.I.P. No.: U-5896

DESCRIPTION OF PROJECT: Reconstruct the US 29/70/I-85 Bus and SR 1009 (South Main St) Interchange

ESTIMATED DISPLACEDS					INCOME LEVEL					
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP	
Residential	0	0	0	0	0	0	0	0	0	
Businesses	9	6	15	5	VALUE OF DWELLING			DSS DWELLING AVAILABLE		
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent	
Non-Profit	0	1	1	0	0-20M	0	\$ 0-150	0	0-20M	0
					20-40M	0	150-250	0	20-40M	0
					40-70M	0	250-400	0	40-70M	0
					70-100M	0	400-600	0	70-100M	0
					100 UP	0	600 UP	0	100 UP	0
					TOTAL	0	0	0	0	0

ANSWER ALL QUESTIONS		
Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 18 to 24

REMARKS (Respond by Number)

2. A secular church (Tenant) will be taken due to C/A along South Main Street. *Damar Zaman Southside Mission*

3. Business services will remain north and south of the project.

4. Employee's will likely be over 20-

8. As required by law and in accordance with the Uniform Relocation Act

11. Guilford County has public housing

12. Based on current market, storefront business locations should be available.

14. MLS, Newspaper, Realtor and Real Estate Publications

Thomas R. Nance, Consultant	9/6/18		<i>10/02/2018</i>
Right of Way Agent	Date	Relocation Coordinator	Date

Both alternates displace Southside Mission a N/P Church/Outreach

-CJC-

Alternate 1 of 2 – 14 Displaced Businesses – Appx. 3 Non-Residential Properties currently vacant TBA

	Size	Type	Est. # of Employee	Minority
Sunoco Main Way Convenience Store	Small	C-Store	7	No
O'Reilly Auto Parts	Small	Auto Parts Retail	10	No
Moon Auto Sales & Service	Small	Used Auto Sales/Service	6	No
Bob's Pawn	Small	Pawn Shop	5	No
Factory Direct Home Décor	Small	Mattress/Home Décor Retail	7	No
Maria's Hair Salon	Small	Beauty Salon	8	Yes
Highland Automotive Car Sales	Small	Used Auto Sales/Service	4	Yes
TPT Chiropractic Service and Supply	Small	Chiropractic Supply Sales	8	No
Sugar Plum's Consignments	Small	Consignement Store	3	Yes
Hix Insurance Center	Small	Insurance Products	10	No
ACE Cash Express	Small	Cash Advance Service	3	No
Henry James BBQ	Small	Restaurant	10	No
Motel 6	Medium	Hotel	25	Yes
American Inn & Suites	Medium	Hotel	25	Yes

EIS RELOCATION REPORT

**North Carolina Department of Transportation
RELOCATION ASSISTANCE PROGRAM**

E.I.S. CORRIDOR DESIGN

WBS ELEMENT:	44674.1.1	COUNTY	Guilford	Alternate	2	of	2	Alternate
T.I.P. No.:	U-5896							
DESCRIPTION OF PROJECT:	Reconstruct the US 29/70/I-85 Bus and SR 1009 (South Main St) Interchange							

ESTIMATED DISPLACEDS					INCOME LEVEL							
Type of Displacees	Owners	Tenants	Total	Minorities	0-15M	15-25M	25-35M	35-50M	50 UP			
Residential	2	0	0	0	0	0	0	1	1			
Businesses	2	11	13	4	VALUE OF DWELLING			DSS DWELLING AVAILABLE				
Farms	0	0	0	0	Owners		Tenants		For Sale For Rent			
Non-Profit	0	1	1	0	0-20M	0	\$ 0-150	0	0-20M	0	\$ 0-150	0
					20-40M	0	150-250	0	20-40M	2	150-250	0
					40-70M	0	250-400	0	40-70M	14	250-400	20
					70-100M	2	400-600	0	70-100M	25	400-600	5
					100 UP	0	600 UP	0	100 UP	50	600 UP	7
					TOTAL	2		0		91		32

ANSWER ALL QUESTIONS

Yes	No	Explain all "YES" answers.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	1. Will special relocation services be necessary?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	2. Will schools or churches be affected by displacement?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	3. Will business services still be available after project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	4. Will any business be displaced? If so, indicate size, type, estimated number of employees, minorities, etc.
<input type="checkbox"/>	<input checked="" type="checkbox"/>	5. Will relocation cause a housing shortage?
		6. Source for available housing (list).
<input type="checkbox"/>	<input checked="" type="checkbox"/>	7. Will additional housing programs be needed?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	8. Should Last Resort Housing be considered?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	9. Are there large, disabled, elderly, etc. families?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	10. Will public housing be needed for project?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	11. Is public housing available?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	12. Is it felt there will be adequate DSS housing available during relocation period?
<input type="checkbox"/>	<input checked="" type="checkbox"/>	13. Will there be a problem of housing within financial means?
<input checked="" type="checkbox"/>	<input type="checkbox"/>	14. Are suitable business sites available (list source).
		15. Number months estimated to complete RELOCATION? 18-24

REMARKS (Respond by Number)

2. A secular church (Tenant) will be taken due to C/A along South Main Street. *Southside Mission*

3. Business services will remain north and south of the project.

4. Employee's will likely be over 20

8. As required by law and in accordance with the Uniform Relocation Act

11. Guilford County has public housing

12. Based on current market, storefront business locations should be available.

14. MLS, Newspaper, Realtor and Real Estate Publications.

Thomas R. Nance Right of Way Agent	9/6/18 Date	 Relocation Coordinator	10/02/2018 Date
---------------------------------------	----------------	----------------------------	--------------------

Both alternates displace Southside Mission a N/P Church/Outreach

-CJC-

Alternate 2 of 2 – 13 Displaced Businesses – Appx. 2 Non-Residential Properties currently vacant TBA

	Size	Type	Est. # of Employee	Minority
Fast Fuels Convenience Store	Small	C-Store	10	No
O'Reilly Auto Parts	Small	Auto Parts Retail	10	No
Moon Auto Sales & Service	Small	Used Auto Sales/Service	6	No
Bob's Pawn	Small	Pawn Shop	5	No
Factory Direct Home Décor	Small	Mattress/Home Décor Retail	7	No
Maria's Hair Salon	Small	Beauty Salon	8	Yes
Highland Automotive Car Sales	Small	Used Auto Sales/Service	4	Yes
TPT Chiropractic Service and Supply	Small	Chiropractic Supply Sales	8	No
Sugar Plum's Consignments	Small	Consignment Store	3	Yes
Hix Insurance Center	Small	Insurance Products	10	No
ACE Cash Express	Small	Cash Advance Service	3	No
Henry James BBQ	Small	Restaurant	10	No
Happy Laundry Laundromat	Small	Laundromat	4	Yes

APPENDIX D

Agency Coordination



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

April 13, 2018

Subject: Internal/External Scoping Meeting Summary
Proposed reconstruction of the US 29-70/ I-85 Business and S.R. 1009 (South Main Street) interchange in High Point, Guilford County, WBS 44674.1.1, STIP U-5896

From: Verrol McLeary
Project Development Engineer

An Internal/External Scoping Meeting for the subject project was held on March 28, 2018 at 8:30 a.m. in the Structure Design Conference Room located in the Century Center. The following people were in attendance:

Felix Davila	FHWA	felix.davila@dot.gov
April Norton	NCDWR	april.norton@ncdenr.gov
Verrol McLeary	Project Management Unit	vmcleary1@ncdot.gov
Beverly Robinson	Project Management Unit	brobinson@ncdot.gov
Laura Sutton	Project Management Unit	lsutton@ncdot.gov
Carla Dagnino	Environmental Analysis Unit	cdagnino@ncdot.gov
Jeff Hemphill	Environmental Analysis Unit	jhemphill@ncdot.gov
Harrison Marshall	PI & Comm. Studies	hmarshall@ncdot.gov
Bernie Bumgarner	Utilities	bbumgarner@ncdot.gov
Nick Lineberger	Congestion Management	nclineberger@ncdot.gov
Jamshid Hafshejani	DMP Inc.	jhafshejani@dmp.inc.com
Tim Jordan	Mott MacDonald	tim.jordan@mottmac.com
Jordan Woodard	Mott MacDonald	jordan.woodard@mottmac.com
Aileen Mayhew	Mott MacDonald	aileen.mayhew@mottmac.com
Rebecca Jackson	Mott MacDonald	rebecca.jackson@mottmac.com
Alexandria Sentilles	Mott MacDonald	alexandria.sentilles@mottmac.com

Via Skype Meeting:

David Bailey	USACE	david.e.bailey2@usace.army.mil
Greg Venable	High Point Urban Area MPO	greg.venable@highpointnc.gov
Patty Eason	Highway-Division 7	peason@ncdot.gov
Mark Staley	Roadside Environmental Unit	mstaley@ncdot.gov
David Langston	Location & Surveys	DLangston@ncdot.gov
Rick Lakata	STIP	rjlakata@ncdot.gov
Jeff Hess	HNTB	jhess@hntb.com
Paige Hunter	HNTB	phunter@hntb.com

The purpose of the meeting was to transfer pertinent information from NCDOT staff to the Project Development Engineer, as well as begin early coordination efforts by discussing the project with resource agencies and other stakeholders. The meeting began with introductions and a brief

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description of the federally funded project. A slide presentation provided a review of the information included in the project data sheet. The presentation included a brief description of each of the potential alternative concepts, including:

- Alternative 1- Tight Diamond Interchange
- Alternative 2- Partial Cloverleaf Interchange
- Alternative 3- Partial Cloverleaf Interchange with Ramps and Loops in opposite (Northwest and Southeast) Quadrants

During the presentation, HNTB discussed the results of the preliminary traffic capacity analysis:

- All three Alternatives exhibit acceptable traffic operations; Alternative 2 (Partial Cloverleaf Interchange) operates best in the preliminary analysis
- Under Alternatives 1 and 3, recommends allowing left turns into Greenview Terrace but restricting left turns out of Greenview Terrace
- Under Alternative 2, recommends limiting the turning movements on Greenview Terrace to right-in and right-out only
- All Alternatives include traffic signals at the ramp terminals on South Main Street

The Meeting Agenda and Project Data Sheet (including maps) are attached. Information relayed to the project team by each group is provided below:

USACE

- The existing wetland in the project area contains a stream within it, which runs towards Richland Creek
- Alternative 3 (Partial Cloverleaf Interchange with Ramps and Loops in Opposite Quadrants) may require a Section 404 Individual Permit and may have more stream impacts than the other alternatives

FHWA

- Inquired about Section 4(f) resources in the project area
- Asked for additional information on the buildings being acquired during right of way acquisition
- Joe Geigle will be the point of contact for FHWA for this project

NCDWR

- Randleman Lake Water Supply Watershed buffer rules apply
- Project is located within a Critical Supply Watershed
- Richland Creek is classified as Class WS-IV

High Point Metropolitan Planning Organization (HPMPO)

- City of High Point Bicycle Master Plan is currently under development; there is no draft available for review nor any funding allocated for the plan
- The proposed greenway located south of the US 29-70/I-85 Business Interchange is part of a long-range greenway plan; currently there is no funding allocated for the greenway trail
- Stated a preference for Alternative 1 (Tight Diamond Interchange)

Division 7

- NCDOT is pursuing advanced ROW acquisition in interchange area
- Stated a preference for Alternative 1 (Tight Diamond Interchange)

Public Involvement & Community Studies

- Noted the presence of Environmental Justice (EJ) and Limited English Proficiency (LEP) populations in the area
- Stated that impacts to populations during construction should be considered and minimized
- The High Point Furniture Market (April and November) will generate a lot of traffic on South Main Street
- Consider avoiding construction during High Point Furniture Market timeframe to minimize impacts

Natural Environment

- Stream located through the wetland in the northwest ramp quadrant is subject to the Randleman Lake Water Supply Watershed

STIP

- Cost estimates for Right-of-Way have increased to \$13.4 million due to new estimates for acquisition of properties within the proposed interchange

Congestion Management

- No additional comments

Roadside Environmental

- No additional comments

Location and Surveys

- Surveys are being completed now and should be finished by the end of April 2018

Utilities

- Stated all three project alternatives would have high impacts on utilities
- Requested roadway plans with hydraulic design to better determine the utility conflicts

OPEN DISCUSSION

- Alternative 3 was removed from consideration due to the potential for high impacts to Richland Creek and other environmental features in the northwest quadrant
- This project will not go through the merger process on the recommendation of the USACE and NCDWR
- STIP Project Nos. B-5353 and U-5896 will be let for construction together
- Proposed project may impact culvert carrying Richland Creek under S.R. 1009 (South Main Street)
- Design Considerations
 - Bicycle and pedestrian accommodations on South Main Street
- Project schedule is aggressive. The current schedule is below:
 - Categorical Exclusion: July 2018
 - Right-of-Way: February 2019
 - Construction: August 2020

ACTION ITEMS/ NEXT STEPS

- PMU will forward Final Surveys to Mott MacDonald when transmitted
- A copy of the presentation was requested by Patty Eason, Division 7
 - *The presentation was uploaded to SharePoint under “Project Development: Reference Info and Links” on 04/04/18*

If any meeting participants have any comments, questions, or edits to this memorandum, please contact Verrol McLeary at vmcleary1@ncdot.gov or 919.707.6044.

After the meeting, NCDOT's Structures Management Unit expressed a preference for Alternative 1, which would include a bridge with a smaller deck area than the other alternatives.

cc: Meeting Attendees

Attachments

Agenda; Project Data Sheet (including maps)



STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

ROY COOPER
GOVERNOR

JAMES H. TROGDON, III
SECRETARY

September 24, 2018

Mr. Lee Tillery
Parks and Recreation Director
City of High Point
P.O. Box 230
High Point, N.C. 27261

Subject: U-5896 - Proposed Reconstruction of the U.S. 29-70/ I-85 Business and S.R. 1009
(South Main Street) Interchange, High Point, Guilford County, WBS 44674.1.1

From: Laura Sutton, P.E.
Project Management Team Lead
NCDOT Project Management Unit

Dear Mr. Tillery:

The purpose of this letter is to request your concurrence, as the official with jurisdiction over the Blair Park Golf Course property, that **Alternative 1** of the Proposed Reconstruction of the U.S. 29-70 / I-85 Business and S.R. 1009 [South Main Street] Interchange project (STIP U-5896) will not adversely affect the activities, features, and attributes which qualify this property for protection under Section 4(f), and thus allowing the Federal Highway Administration (FHWA) to make a *de minimis* impact determination.

NCDOT, in cooperation with FHWA, is preparing a Type III Categorical Exclusion for the proposed project. The public was provided an opportunity to comment on the potential impacts to the Blair Park Golf Course at a public meeting held on July 31, 2018 at the High Point Theatre.

As a facility owned by the City of High Point, the golf course is afforded special protection under Section 4(f) of the USDOT Act 1966, codified in 49 U.S.C. 303 and 23 U.S.C. 138, and implemented in 23 CFR Part 774. Under the provisions of Section 4(f), an exemption is provided in cases where the official with jurisdiction over the park or recreation area concurs in a determination that the impacts are not adverse. This concurrence enables the FHWA to make a *de minimis* (minimal impact) finding, which satisfies the requirements of Section 4(f) and precludes the need for a Section 4(f) evaluation. *De minimis* impacts on publicly owned parks, recreation areas, and wildlife and water fowl refuges are defined as those that do not "adversely affect the activities, features and attributes" of the Section 4(f) resource.

After completing the public involvement and engineering studies for the U-5896 project, Alternative 1 (diamond interchange) was selected as the preferred alternative and Alternative 2 (partial cloverleaf interchange) was eliminated from consideration. Alternative 1 would improve traffic flow and reduce traffic congestion at the U.S. 29-70/ I-85 Business and S.R. 1009 (South Main Street) interchange. Alternative 1 would require approximately 1,895 square feet (0.04 acres) of

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U-5896: Proposed Interchange Reconstruction
De Minimis Determination

right-of-way and 3,330 square feet (0.08 acres) of temporary construction easement from the Blair Park Golf Course, as shown in the attached plan sheet dated July 2018. The City will be compensated for any land acquired for the project, in accordance with applicable federal and state laws.

NCDOT is seeking your concurrence that **Alternative 1** would not adversely affect or restrict the recreation activities, features, and attributes that qualify the Blair Park Golf Course property for protection under Section 4(f). Your concurrence will permit FHWA to conclude its Section 4(f) responsibility with a *de minimis* finding on the golf course. If you concur, please sign, date, and return the attached letter to the address provided.

U-5896: Proposed Interchange Reconstruction
De Minimis Determination

As the official with jurisdiction over the Blair Park Golf Course, located at 1901 S. Main Street, High Point, North Carolina, I concur with the determination that Alternative 1 (diamond interchange) of the Proposed Reconstruction of the U.S. 29-70 / I-85 Business and S.R. 1009 [South Main Street] Interchange project (STIP U-5896) would not adversely affect the activities, features, and attributes that qualify the Blair Park Golf Course property for protection under Section 4(f). I have also been informed that, based upon my concurrence, the FHWA intends to make a *de minimis* finding regarding impacts to the Blair Park Golf Course, thus satisfying the requirements of Section 4(f).

Signature: P. Joe Kelly, Director - High Point Preps & Recreation

Date: October 15, 2018

After signing and dating this letter, please return a copy to the following address:

Ms. Aileen Mayhew
Mott MacDonald
7621 Purfoy Road, Suite 115
Fuquay-Varina, N.C. 27526
Aileen.mayhew@mottmac.com